

Memorandum

Date: April 28, 2014

To: Public Safety Committee

Via: Gary Jackson, City Manager

From: Ken Putnam, PE, Interim Public Works Department Director

Re: One Side of the Street Garbage Pickup

The purpose of this memorandum is to update the Public Safety Committee on the possibility of picking garbage up on one side of the street and what cost savings might be generated with the subject change.

At the November 18, 2013 Public Safety Committee meeting, a City Council member asked staff if there were areas in the city where one side of the street could be designated for parking and the other side designated for garbage pickup. And, would that change generate cost savings to the City? The Deputy Public Works Department Director initially responded with a potential savings of 40%. Staff was asked to conduct some research and report back to the committee.

Currently, residential garbage is collected on a four 10-hour workday per weekly basis. Typically, six to seven automated side loaders (1 employee) are used to service about 30,000 95-gallon containers, one tandem rear packer (3 employees) is used to collect bulky items, missed garbage, and special pickups, and one single-axle rear packer (3 employees) is used to collect garbage in areas that cannot be serviced by the automated side loaders as well as missed garbage, and special pickups. The automated side loaders travel between 45 to 80 miles per day and 38% of the daily miles is **not** logged during the collection phase (this mileage includes commuting at the beginning and ending of each workday and traveling to and from the transfer station).

Sanitation Division staff is currently working with the IT Department staff regarding route optimization and although the study is not fully completed, preliminary results verify that the current routing appears to be very efficient.

The Traffic Engineering and Sanitation Divisions currently work closely together on a specific street basis to prohibit on-street parking along certain sections of specific streets on collection days in order for the trucks to negotiate the street. In addition, the trucks currently back down dead-end streets that do not have a turn-around area for safety reasons.

If ideal conditions could be achieved along all of our streets, our best estimate for potential cost savings would be in the 25% to 30% range (ideal conditions include newer streets; for example, the Biltmore Park residential community). Unfortunately, ideal conditions cannot be achieved on most of our streets; therefore, factors that should be considered include the following items:

- Acceptance by the affected residents.

- Could be a hardship for senior citizens and handicapped individuals.
- Could reduce on-street parking.
- Might need to be analyzed on a street-by-street basis.

Please let me know if additional information is needed.

KJP/